Billions Spent in Improvements

Larger Sums Are Being Expended on Railroads, Canals, Bridges, Buildings, and the Like Than Ever Before—New York Leads.

By DEXTER MARSHALL.

It was the opinion of Rothstein, the St. Petersburg financier, expressed to William T. Stead, some years ago, that the Trans-Siberian Railroad was a huge mistake; that it was being built "under the compulsion of an impulse which could not be justified on either financial, political, or military grounds;" an instinct described by the financier as "a kind of demon which drives men to bring together the uttermost ends of a continent," at vast expense and enormous personal sacrifices, for which they know very well repayment will never come to the men who make them.

The facts have justified Rothstein's lament. By making the Russian expansion policy in the far East possible, the Trans-Siberian Railroad brought on the Russo-Japanese War. Now the Russians have found, or think they have, that the long serpentine line of steel rail which connects their ancient capital, Moscow, with their more easterly territory, must be double-tracked at an expenditure which will drain the Russian treasury for many years, unless the line proves more remunerative with two tracks than it ever did with one.

This is one of the greatest railroad enterprises now in progress or in contemplation anywhere, but the yet unfinished African Cape-to-Cairo Railroad and the gradually growing Pan-American system are in the same class. Both the latter projects are big enough to be almost awe-inspiring, and, ultimately, despite the great cost, both will justify Rothstein's further words about the "demon impulse" to unite the world's remotest regions.

"I can only suppose the general impulsion is intended," he said, "to promote the general good of mankind."

The Trans-Siberian Line.

The total length of the Trans-Siberian line is nearly 4,200 miles; of the Cape-to-Cairo, 5,500 miles, about 2,000 of which have been completed, leaving 3,500 still to be laid. The Trans-Siberian stretch of rails is broken at Lake Baikal, because the country through which the line runs is extremely bad railroad territory. But the lake completes the line, steamers carrying the merchandise and passengers from rail-end to rail-end, and making steam the master of transportation across the greatest continent.

The completed Cape-to-Cairo line will have three water links, Lake Tanganyika, Lake Albert Nyanza, and a long stretch of Nile navigation, but by the time it is completed the ancient methods of transportation will be almost as old-fashioned in Africa as elsewhere, for, meanwhile, so many miles of branches and other main lines will be finished that the dark continent will be fairly covered with a network of steel.

When completed the much mooted Pan-American system will be longer than either of the others. Its completion does not rest with one company, however, or a single government, but with several companies and governments. It will take the form of a gigantic Y, the northwest branch of which will touch Bering Strait, while the northeast branch will reach the Atlantic coast cities of Canada and the United States, and the main stem will extend to the Straits of Magellan on the south. Leaving out the extreme northwestern and southern portions, the Pan-American system, on which will be strung the capital and metropolitan cities of fifteen or sixteen New World nations, is as certain of completion as the long line from end to end of Africa or the second track of the Trans-Siberian.

The Pan-American Line.

From New York to the Straits of Magellan the Pan-American line will be 10,400 miles long. With the exception of about 3,600 miles, provision already has been made for all the links between New York and Argentina. The sections not provided for are: 1,200 miles in Peru, 450 miles in Ecuador, 850 miles in Colombia, and 1,200 miles in Panama and the Central American States. But almost every link already down has been laid to suit national and local needs, and with little reference to the ultimate result.

The Mexican Central, now government owned, but built with money furnished by capitalists of this country, was the first great link constructed to the south of the United States. It traverses Mexico practically its entire length from north to south, and undoubtedly soon will be linked up with roads in Central America planned to connect with the Panama Canal. The southern connections of the main Mexican line will be furnished by several comparatively short lines, now mostly completed, one of which is the ocean-to-ocean Tehuantepec Railroad, opened a few months ago. Another now in operation was built under the title of the Pan-American Railway, which, save for its connections, is only a short local line. An organization known as the United States Syndicate, with a capital of $500,000,000, its purpose being to "build a railroad to connect North and South America," was incorporated at Phoenix, Ariz., a short time ago.

The present troubles between Mexico and Guatemala may delay the progress of the work temporarily, but possibly their ultimate effect may hasten the great project.

Pan-American Railroad Progress.

James G. Blaine was an ardent supporter of the scheme when he was Secretary of State under Harrison, and so was the President. A Pan-American commission was appointed at that time, with the late A. J. Cassatt at its head. Corps of engineers under this commission made surveys through Central America, along the Isthmus of Panama, and down the Andes to the northern boundary of Argentina. Already several lines have been built over the route thus laid out, and nearly every South American north and south line now in progress will form a link ultimately in the intercontinental system.

It will be the longest continuous rail line in the world, since there will be no breaks of water transportation. It will have another distinction; it will be the only one running through three zones—north temperate, south temperate, and torrid. When the Canadian and Alaskan lines, some of which are in operation, and chief of which is the Grand Trunk Pacific, now a-building to Skagway, are connected up, the line along the western edge of the three Americas will extend across three zones and into the fourth, the north frigid.

Permanently unique as this system will be, it will be outdone in some respects by the Cape-to-Cairo line, which, at the point of crossing the Zambesi River, spans the world's greatest cataract—the famous Victoria Falls—twice as high as Niagara and with a vast volume of water, on the loftiest, though not the highest placed, bridge yet built.

The British Indian Government proposes a line to connect India with Burma which will be hundreds of miles long, costing many millions, and another to connect Northern India with China by way of Tibet, the esoteric land of the Lama, whose mysteries were uncovered only two or three years ago by Col. Younghusband at the head of a file of British soldiers. This line will penetrate the loftiest mountain region in the world.

The Railroad Dream of Dreams.

The railroad dream of dreams will come true when the Cape-to-Cairo system is connected by way of lines yet unlaid across the Isthmus of Suez, through Palestine and Syria, via Constantinople and Moscow, with the trans-Siberian, and it by a line from Kamsk to East Cape, under Bering Strait, via a twenty-eight mile tunnel, and a line thence to Skagway, with the Grand Trunk Pacific link of the Pan-American roads.

Then, say the dreamers, it will be possible, by means of connecting lines, to make a practically all-rail trip from the Cape of Good Hope to Cape Horn—more than 36,000 miles. Then all the great centers, excepting those of Great Britain, Japan, Australia, and New Zealand, may be visited by rail. When the proposed twenty-three-mile channel tunnel between France and England—greatest bore ever imagined, excepting the one between Asia and North America—is drilled, London also will be in rail connection with the world's other great cities.

There are scoffers a-plenty, but little by little the links actually are being laid and connected. The Czar has just granted the necessary concession for the Bering Strait tunnel line. Some day the world may awake to find that facts are more wonderful than the imagination.

Plant at Victoria Falls.

The most daring electrical scheme yet conceived should be mentioned before the Cape-to-Cairo railroad system has been left too far behind. It is the mammoth installation at Victoria Falls. From 20,000 to 25,000 horsepower only will be developed at first, but later it is proposed to utilize much more—150,000 horsepower comparatively soon, and ultimately 750,000, three-fourths as much as the city of New York now consumes. Furthermore, it is proposed to transmit a portion of this power to the mines of the Rand, 750 miles away, nearly four times as far as any existing electrical transmission. To do this economically with respect to the copper in the transmission lines it will be necessary to use a current of from 150,000 to 200,000 volts, which is technically possible, but never has been done as yet.

It is only fair to say that the electricians are wondering whether such an enormous amount of current can be sold at a profit in undeveloped Africa, yet the initial contracts are let.

It has been announced that it will cost $200,000,000 to double track the Trans-Siberian road, as much more to complete the Cape-to-Cairo line, $60,000,000 to build the proposed line to Bagdad, and $185,000,000 to complete the Pan-American links in South and Central America. Add the sums to be spent on the Grand Trunk Pacific and the other new lines and extensions which cannot be mentioned even, and it will be seen that more than a billion dollars' worth of railroad building is under way.

Place must be given here to Flagler's Florida Keys extension of the Florida East Coast line, from Miami to Key West, over the string of islands which skirts the coast, entirely out of sight of the mainland in some places, so that the train passengers will have as much sea air as if afloat on the open ocean. Although only 165 miles long and to cost but $15,000,000 or $20,000,000, this railroad is one of the world's wonders already, though not yet completed.

The plan to ferry railroad trains from Key West to Havana is the most daring scheme of its class yet projected, although there are some long railroad ferries on our own great lakes as well as between England and Holland and Denmark and Germany on the other side of the Atlantic.

Great Canal Projects.

The most talked-of transportation improvement now going on is the Panama Canal, of course, with its 30,000 laborers and its $140,000,000 of planned expenditure. The most expensive water transportation scheme actually under way is the $101,000,000 barge canal across New York State from Albany to Buffalo. Meanwhile the Canadians are planning, but have not yet begun, a canal both deeper and wider than the barge canal, to connect Lake Huron and the St. Lawrence, at a cost of $125,000,000. It is predicted that eventually this Canadian lake-to-tide-water canal will secure most of the European bound cargoes of wheat, to the disadvantage of New York's ditch for barges, but, even so, the latter should have much the better local trade, because it passes through much more thickly populated territory.

After the lapse of a hundred years or thereabouts since its original inception, the announcement was made not many months ago that a ship canal is about to be cut between Buzzard's Bay and Massachusetts Bay across the shank of Cape Cod, greatly to shorten the water distance between New York and Boston and no doubt decrease the loss of life and vessels by shipwreck. The cost of this canal is to be about $10,000,000. It was first projected in colonial days, when a start was made at digging it.

The nations of Europe are spending millions in cash and employing tens of thousands of men in improving and extending national and international lines of waterways. Germany proposes connecting the upper reaches of the Vistula, the Oder, the Elbe, and other rivers with the Rhine, by which Berlin will be placed in closer water communication with hundreds of thousands of square miles and by which internal commerce largely tributary to Antwerp will be increased vastly.

A Big German Scheme.

This great work is under way in comparatively short sections, but the widening and deepening of the North-German or Kiel Canal, at an estimated cost of $55,000,000, has not been begun as yet, although the work is inevitable, to the dismay of German taxpayers. Unless it is done, this waterway, which has cost so much already, and was dug to make it possible for German war ships to navigate the Baltic without going around Jutland, a voyage of some hundreds of miles, will not float Germany's new naval vessels, planned to equal Great Britain's fighting ships of the Dreadnought type. There are Germans who almost suspect that Great Britain's main object in increasing the size of her war ships was merely to force Germany into spending millions on improving her great naval canal.

Austria-Hungary, France, and Italy are increasing their inland waterways as fast as they can, but Spain and Russia, Sweden and Norway, and the Balkan States are doing little in that line.

There is much talk about improving the navigable quality of the Mississippi, at stupendous expense, while the canalization of the Ohio is actually being accomplished without much fuss or great annual expenditure, and the project to connect Pittsburg by canal with Lake Erie at Ashtabula is being pushed by its friends.

Half a billion dollars is a modest sum to set down as the probable cost of the canal projects now under way in the world.

Unprecedented City Improvements.

Greater amounts are being spent now and prospectively in New York and its immediate vicinity in public improvements than in any other equal area. In money these improvements call for an outlay of much more than $600,000,000, or more than four times the predicted cost of digging the big ditch across Panama. To engineers the New York improvements are much more interesting than the canal work at Panama, since difficult as are the problems there, those at New York are still more difficult.

The biggest New York public work is the new aqueduct, 150 miles long, which is to carry water from the Catskill water sheds, under the Hudson River, by the greatest inverted syphon yet planned, wiping out whole towns on its way, under the neck of Long Island Sound, across Brooklyn, and under the Narrows to Staten Island. This undertaking will cost $162,000,000, more than a million dollars a mile, and $22,000,000 more than the cost of the Panama Canal. It involves the creation of the second largest artificial lake in the world as a storage reservoir.

The Pennsylvania tunnels and terminals under the North and East rivers will cost $100,000,000; the Hudson Company's trolley tunnels under the North River, with the terminals, as much more, while the New York Central's new terminals and electrification will cost $80,000,000. One hundred and five millions more are planned in subways, but the new subways may be held up some time by the failure of the Interborough-Metropolitan Company to bid as expected and the uncertainty regarding Gov. Hughes' new utilities commission. August Belmont's New York and Long Island tunnels, now nearly ready, will cost $4,000,000.

Fifty-one Millions on Bridges.

Fifty-one millions of dollars are being expended on the bridges—Manhattan, Blackwells Island, and other structures. A great public suspension bridge across the Hudson to connect New York with New Jersey, at a cost, including termini, of $75,000,000, is planned, but not yet authorized. The Pennsylvania improvements on Long Island include a steel viaduct more than three miles long—longest of its kind in the world—crossing Hell Gate, Wards Island, Randalls Island, and The Bronx Kills, and connecting the Pennsylvania with the New York, New Haven and Hartford system.

Besides these projects, there is the electrification of the New York, New Haven and Hartford and Long Island railroads, the proposed $25,000,000 improvements by the Brooklyn Rapid Transit Company, and the millions on the back of millions being put into noteworthy new buildings, two of which are to be higher than any other modern structure in existence except the Eiffel tower.

In tunnels of all kinds New York is now spending and planning to spend more than all other current and authorized tunnel expenditures in the world, the most noteworthy tunnel work projected elsewhere being for the Los Angeles waterworks, for the New York Central Lines at Detroit, and to connect Canada's Prince Edward Island with the mainland. This last named railroad tunnel is planned to be seven miles and a half long and to cost $14,000,000. It is only projected, however; the others are authorized and begun.

Los Angeles' Big Project.

For the size of the city which is bearing the expense, the Los Angeles waterworks is the most remarkable undertaking now in progress. The main conduit will be the longest in the world, about 226 miles. The cost is estimated at about $24,500,000. The supply is to be taken from the Owens River, which flows through a practically inaccessible, unsettled mountain region of surpassing beauty and almost unexampled freedom from probable contamination.

The conduit will deliver 3,000,000 gallons of water daily, enough for a city of a million, with sufficient left over to irrigate much of the surrounding country, if necessary. It will be carried over the Techachapi Mountains and across several deep earth fissures, including Jawbone Canyon, by inverted siphons. There will be ten miles of tunnels, a reservoir seven miles long, and a dam 140 feet high. Railroad, telegraph, and telephone lines are now being built for construction purposes along the entire route of the conduit.

Forty-five miles north of Los Angeles there is a 1,500-foot drop at Little Lake, where 36,000 hydro-electric horsepower is to be generated. At other locations 13,000 horsepower is to be developed, making 49,000 twenty-four-hour-horsepower all told. The current will be sold to manufacturers and other consumers, and is expected not only to furnish a tidy revenue to the city, but to be a factor in the growth of its manufacturing enterprises. This big work is to be completed in five years.

Heavy Expenditures on Irrigation.

Great sums are being spent on irrigation in many countries. The Indian government is trying to solve the problems of preventing famine, and, at the same time, of furnishing work to the unemployed by promoting irrigation works. Egypt is about to spend $7,750,000 on the great Assouan irrigation dam by raising it eighteen feet and six inches. Australia is reclaiming part of her deserts by irrigation. But this country leads in irrigation projects, both by millions of expenditure and area reclaimed.

Besides many private irrigation enterprises, there are twenty-five government irrigation projects under way in this country; when these are developed thirteen more are to be put through. All told, they will change 6,466,000 acres of desert to potential gardens. The twenty-five projects begun will cost $60,000,000, and will reclaim 3,198,000 acres, which is equivalent to the crop acreage of Connecticut, Massachusetts, New Hampshire, and Florida, while the reclaimed land will be of much greater than average fertility. It will furnish homes for 80,000 families, and add nearly $250,000,000 to the taxable property of the States and Territories.

More than 1,200 miles of irrigation canals—almost as far as from New York to Des Moines—have been dug by the government; also ten miles of tunnels, ninety-seven "large structures" have been built, including dams, the largest of which and the largest in the world, is the Roosevelt dam. It blocks the Salt River six miles above Phoenix, in Arizona, and will create a reservoir twenty-five miles long—the largest artificial lake in the world—and store 400,000,000,000 gallons of water. It will irrigate 200,000 acres of land, besides 60,000 more to be irrigated by pumping machinery, operated by hydro-electric power developed at the big dam, which is 286 feet high.

Work in Great Britain.

Perhaps the greatest works now in progress under the direction of the British government are in the nature of docks and harbor improvements. The new naval harbor at Dover will be big enough to float the entire British navy at one time. At Bombay $21,000,000 is being spent on docks and dredging. At Malta the two largest drydocks in the world and extensive breakwaters are being completed. Great naval and harbor improvements are going on also at Colombo, chief port of the island of Ceylon, and at Hongkong.

These are the chief public works doing in the world to-day. They are greater in number and extent, and are employing much more money and many more men, from skilled engineers and executive men, down to laborers, than were ever employed before.

Many Smaller Projects.

The great projects mentioned give an idea only of the total "improvement" activity of mankind at this time in the way of improvements. There are innumerable and comparatively minor projects for the expenditure of from $100,000 to $6,000,000 or $8,000,000 afoot in every land—the big bridge over the St. Lawrence, at Quebec, to cost $4,000,000, now going up; the bridge over the Mississippi above New Orleans, to cost $6,000,000, and the beautification projects in all the cities, to cost tens of millions, highway improvements by the hundreds of miles, for example—besides new mining and other development enterprises, such as those going on in the Congo Free State, which cannot be more than hinted at. In addition there are the millions on millions being poured out in electrical railroad construction.

Should the "demon impulse" for extended transportation be unchecked for ten or a dozen years, the resulting expenditures will be as great as those of the last half century, or even greater. It would be easy to make detailed figures showing that such expenditures of from $3,000,000,000 to $4,000,000,000 are now authorized and going forward.

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Press Sees Danger in Pacific Fleet Plan

From the New York World.

Although the public may regard as nonsense the New York Herald's way of dealing with great concerns, it is dangerous nonsense in these days, especially when the President of the United States begins to play with manufactured jingoism. One of the great changes that time has brought into the drama of history concerns the way in which wars are made. They are no longer merely dynastic devices. They are forced by public opinion, by inflamed state of the minds of nations, and the impulsive fury of popular passion. Because the people have in national concerns displaced the small ruling classes of earlier times, therefore jingo wars have displaced dynastic wars.

Nowadays the way to make war is to fire the national heart. So it was with the Franco-Prussian war, in which the rage of two great nations responded to popular passion, in spite of the fact that all the pretended reasons for the war had been conceded before the war was made. So it was with our recent war with Spain. Neither government could control the forces behind it, swept by the storm of public opinion and popular passion.

As the case stands between us and Japan we are friendly nations. As for the American people they do not want war, and Japan, overwrought in a war that strained her nearly to exhaustion, needs peace, as her wise men know. But the nations are inflammable forces, and the unrestrained promotion of journalistic clamor may have power to excite the people on both sides. There is a war party in Japan, and the report that we are sending a great fleet of warships to be ready for Japan's next move would be worked up to excite that next move. What foolish men might say in Japan or what some foolish functionary might do would be made the most of on our side by sensation-mongers, and so step by step and from word to word we should come to realize the recent words of a distinguished statesman that "wars are made by newspapers."

Acts and words based upon the presumption that there is to be war will produce war. With this condition before us we may see all the possibilities of the flagrant crime of jingo journalism.

It is time to halt. It is time for Theodore Roosevelt to turn back the tide. It is time for him as President of the United States to announce to all the world that the battle ships of the United States are not going to the Pacific and that this jingo propaganda must cease.

From the Hartford Times.

The real truth is, we suppose, that there is a good bit of Roosevelt politics behind this movement of warships. It is stated that the voyage cannot begin till next winter, and that the ships will not reach San Francisco before next May. That will be just one month before the meeting of the Republican national convention that is to nominate Mr. Roosevelt's successor, or possibly, as Mr. Lawson and other patriots are so confidently predicting, renominate Mr. Roosevelt himself. The Pacific Coast is alleged to be rather unfavorably inclined toward the renomination scheme at present. But, perhaps, the appearance of the mighty fleet of warships, the most powerful fleet ever organized, at San Francisco, on the eve of the assembling of the national convention, may make a difference in political feeling in that part of the country. The concentration of so many warships at San Francisco will result in the expenditure of hundreds of thousands of dollars for supplies and repairs at that port. If the Japanese government should happen to mobilize a fleet and send it on a cruise around the Philippines at the same time, would there be any question at all about the renomination of the American President?

From the New York Globe.

It is plain some one has blundered in regard to the outgiving of the news relating to the movement of American war vessels. Instead of the conceivable significance of the movement being minimized it has been magnified. Suspicion and surmise have now more good on which to feed rather than less. * * * Nothing has been gained by adisingenuous attempt at secrecy. The net effect is to make less plausible the assertion that the cruise is mere navy routine. The nettle of a possible misinterpretation should have been grasped firmly in the first instance.

From the Philadelphia Press.

The announcement that the fleet is to go to the Pacific justifies no inference of any ulterior thought or design. It is as free from any secondary purpose as the most innocent maneuver of the past. Nevertheless we cannot but feel that its disclosure just at this time is unfortunate and that Secretary Metcalf's statement from Oakland might better have been omitted. So far as the two governments are concerned there can be no misunderstanding. There is no risk of misconception in any official quarter. The whole menace has come from the rag-tag element of both countries, and the present proceeding may have an injurious effect among them.

From the New York Herald.

Is it possible that the "official denial" of the battle ship report signifies the "pigeonholing" of the order? Is it to be brought out again at the psychological moment—say, on the eve of the Republican convention, when the talk it would give rise to could not fail to make the people reflect that "one should never swap horses while crossing a stream," and secure Mr. Roosevelt's renomination? It is inconceivable that the President should be playing for political purposes with the vital interests of the country. But it is difficult to find any other explanation of the "official denial," if that denial is sincere.

From the New York Evening Post.

We cannot too strongly emphasize the folly of any such action. The Japanese Ambassador has, of course, announced that his government would not consider it a hostile move. Naturally. But the fact remains that the jingoes of both nations will utilize it for the purpose of inflaming their respective publics. Our own yellow press has already seized upon it as a subject for great headlines; how many such should we not see if the squadron were to go around Cape Horn! Surely, it is the duty of the Executive to guard against dangers of this kind, both at home and abroad.

From the Philadelphia Ledger.

It might be well if those who are authorized to speak for the administration would get together and agree upon the substance, at least, if not upon the precise form of the fiction that seems best adapted to any particular emergency. Mr. Loeb, the official spokesman of the White House—or of Sagamore Hill, as the case may be—has become so accustomed to denying statements which afterward proved to be true that contradictions probably no longer embarrass him. They are, however, sometimes embarrassing to the public, whose faith in the inspiration of Loeb is put to an unnecessary strain.

From the New York Times.

Moreover, from any point of view, instead of being an occasion for anxiety, it would seem that Secretary Metcalf's design of sending a fleet to the Pacific ought to allay anxiety. If war now seems possible or is threatened, the sending to our west coast of ships enough to defend it against an assailant who would attack us there, if at all, would be about the best possible means of assuring the continuance of peace.

From the New York Tribune.

Were there any impairment of relations between America and Japan any such movement of the fleet might arouse apprehension. In the present profound peace and unstrained amity nobody in either country should perceive anything ominous in it, save, perhaps, those incorrigible alarmists who can discover a well tenanted mare's nest behind every clump of bulrushes.

From the Houston Post.

The worst of all this agitation is that it puts us before the world in a most unenviable light. Here we are with crimes being committed against people under the hospitality of our republic and actually proposing to adjust the matter by going to war with a friendly nation, instead of dealing with the lawbreakers who are responsible for the trouble.

From the New York American.

Of course, it may be high public policy to keep the people in the dark as to the movements of warships and other weighty matters they cannot understand, but why let them have any light at all? Why deny emphatically that ships are to be sent to the Pacific and then blandly admit that such is their exact destination?

THE TAFT BOOM.

Southern Paper Discusses Chances of War Secretary.

From the Birmingham News.

The Washington Herald, which is well-nigh as independent in as observant of politics, appears to think the Taft boom is on the verge of collapse. Whether or not this opinion is well grounded there are indications that in many parts of the country Secretary Taft's name does not appear to be so conpicuous now as it was some time ago in connection with the nomination. Not that Foraker stock has made any appreciable advance. Senator Foraker's persistent activity in the Brownsville incident, which he evidently adopted as a matter of political expediency, has not turned out that way. In fact, it appears to have done him more harm than good in his chances for the nomination.

So another reason for the waning of the Taft boom must be looked for, if there really is a serious setback. The cause can hardly be found in his eulogy of Senator Spooner in Wisconsin, while ignoring La Follette, who controls the Wisconsin Republicans. Some of the keenly observant politicians think this was a slip. It may have some effect in Wisconsin, but it gave evidence of Secretary Taft's frankness and courage, and they are two things that appeal strongly to the American people. Secretary Taft may not have acquired a broad reputation as a wily politician, but he has made a name for himself as a man of mature judgment and rare executive ability, as well as high character. So much the more reason why it is hard to believe that the intelligent, patriotic citizens in his party should throw cold water upon his aspirations to be President.

There is reason to believe that the Taft boom has not gained any considerable momentum of late, and there are many who think the reason for this is a considerable development among Republicans of a sentiment in favor of a so-called third term for Roosevelt. In this connection a Southern contemporary is moved to speculate on what President Roosevelt would do in the event that the Republican convention should unanimously nominate him, and adjourn, and says: "The belief that he would be overpowered and swept into the race is too strong to be disregarded, despite the emphasis the President has put on his refusal. Consequently Republicans everywhere are building on that belief, and are incubating the cyclone. The door is being left open for President Roosevelt, and if there is no other way, it looks very much as if he would be pushed through it."

Unquestionably there is a strong sentiment in the Republican party in favor of Mr. Roosevelt as the nominee. Stranger things have happened, and especially in politics, than would be his unanimous nomination by the convention next year. If this should be done there is hardly any doubt that Mr. Roosevelt would yield to the pressure and be a candidate for reelection. The Presidency is an honor which any man in public life would gladly accept. Nobody has ever had to be begged to take it; all have jumped at it when it came anywhere near their reach, and there is no reason to believe President Roosevelt is essentially different in this respect from other ambitious Americans.

An Economical Old Soul.

From the Ohio State Journal.

Brother John D. Rockefeller sets us all a good example in economy by telling the tax assessors that his eight automobiles are worth $1,500 all together.

About Notable Americans

By FREDERIC J. HASKIN.

To the child of an artist, art is a breadwinning business. Edmund Amateis, son of the sculptor, L. Amateis, who is executing the great bronze doors for the western front of the Capitol at Washington, is a pupil in a Washington public school. The text-book on rhetoric used in the school contains an engraving of the statue "At El Caney," which won much praise for the elder Amateis at the Buffalo Exposition. The story of the statue, one soldier standing over the body of his dead brother, is told in the text. The teacher asked the class: "What was the sculptor thinking about when he gave the expression he did to the face of the living soldier?" Young Amateis thought he had inside information, and he spoke up: "He was thinking about the money he would get for the work."

The bronze doors at the eastern door of the Capitol have been admired by visitors to Washington ever since they were sent over from Italy by the sculptor Rogers before the civil war. Those doors represent the scenes in the life of Columbus, who was an Italian, and were executed in Italy by an American sculptor. The new doors represent the intellectual and physical development of the United States, and are being done by an Italian in America. Mr. Amateis has been in this country since 1883, has an American wife and now accounts himself a full-fledged American.

The doors, which he has been working on for more than a year, combine allegory, history, and portraiture under the general title of the apotheosis of America. The idea is that of Elliott Woods, superintendent of the Capitol, who desired that the general conception expressed in the eastern door and the smaller bronze doors of the Senate and House wings should be rounded out. The Amateis doors are made up of a transom and eight panels. The transom is allegorical, and represents Columbia in a chariot drawn by two lions which are guided by a child, emblematic of the superiority of intelligence over brute force. She is giving a palm to the Educator, behind whom stand the figures representing the intellectual powers. At the left are figures representing the conquerors of the physical forces, the iron worker, the agriculturist, the miner, and the sailor. On the frame of the transom are statues of Jefferson and Franklin, and medallions of Peabody, Mann, Hopkins, and Emerson, men who gave impulse to the intellectual development of the country.

On the panels are represented Jurisprudence, Science, the Fine Arts, Mining, Agriculture, Iron and Electricity, Engineering, and Naval Architecture, and Commerce. The panel representing jurisprudence shows in bas relief a session of the United States Supreme Court presided over by John Marshall, at the time of the decision of the famous case of Marbury against Madison, when for the first time in any country the judiciary became the supreme and final expression of power. Around the panel are the statues of Madison, Webster, and medallions of Tawney, Jay, and Rufus Choate. The other panels are carried out in similar good taste, neither art nor history suffering in the exactness of detail or in the conventions of sculpture.

Mr. Amateis has done much historical and patriotic work, including several soldiers' monuments. Because of his reputation in this line of work he is enabled to tell a good story. A party of prominent citizens from a Western State were walking through a national cemetery near Washington. They noticed that many States had erected monuments to the heroic dead and were pained to find no stone to the memory of the soldiers of their own State. At once they inaugurated a movement to build a monument. Funds were raised, the government graciously granted a most favorable site in the cemetery, and Mr. Amateis was asked to submit a design for the memorial. He did so, the model was accepted and approved and all was ready to begin work. On the model Mr. Amateis had left panels upon which to inscribe the names of the heroes to be honored. Then the Senators and Reprsentatives composing the committee went to work to get the list of names. They found but one man from their State was buried in the cemetery, and he died of indigestion. Mr. Amateis has the model, the memory of two months work, and a hearty laugh, but there is no monument.

Miss Amelia Jackson, a clerk in the general Patent Office at Washington, is a daughter of the proprietor of the Marshall House in Alexandria, who shot and killed Col. Ellsworth as the latter was coming from the roof of the hotel with a Confederate flag, and who was himself killed instantly by Frank E. Brownell, one of Ellsworth's Zouaves. The daughter of the man who was the first Southerner to give up his life for the Confederacy admires Gen. U. S. Grant above all statesmen and soldiers. And well she may.

Early in the '70's, when she was but a very young girl, Miss Jackson obtained a position in one of the government offices, the family fortunes having been ruined by the war. One day she was discharged for some trivial reason. She walked away from the building, crying bitterly. A gentleman met her and asked why she was crying. "I have lost my place in the department," she replied, and then told the circumstances. "Very well, my child," the man said, "don't cry any more and you may go back to work in the morning." "But they have discharged me," wept the girl. "I know, but I am President of the United States and I will tell them to give you your place and let you keep it." Sure enough her friend in need, found in such an accidental way, was Gen. Ulysses S. Grant, and he kept his word.

Miss Jackson and her sister, Mrs. C. J. Hellen, lived together in Washington. For a time Mrs. Casey, sister of Mrs. U. S. Grant, lived in the same house with them. One day Mrs. Brownell, wife of the man who killed Jackson, at Alexandria, came to call on Mrs. Casey. Mrs. Brownell, without knowing whose home it was, asked if there were any other apartments to let. Mrs. Casey told her that she thought not. When Mrs. Brownell left Mrs. Hellen told Mrs. Casey that she was surprised to hear her say there were no vacant apartments. Mrs. Casey was then compelled to tell her as diplomatically as she could that the caller was the wife of the man who had killed her father.

Hon. W. J. McConnell, twice governor of Idaho, and one of the first United States Senators from that State, gives this account of the happy termination of a hard-luck story: "Several years ago as I was boarding a train for the West I was introduced to an Eastern woman who was to be a fellow-passenger on my car. In the course of the conversation which followed she remarked that residents of Idaho must be a very unscrupulous lot of people. Before attempting to defend my constituents, I ventured to inquire why she had formed such a poor opinion of them. She replied that while her husband was in the West on business several years previous, he was invited to spend the evening with some men at a club. He thought he was in the hands of his friends, as the saying goes, among good fellows, but changed his mind next morning when he discovered that while under the influence of liquor he had bought $1,400 worth of mining stock at 4 cents a share. 'Think of it,' she said indignantly, '$1,400 worth of 4 cent shares. I certainly have my opinion of Western mine promoters if that is a fair sample of the way they do business.'

"I asked her if she remembered the name of the company and she replied that she would never forget it. When she told me, I almost fell off the seat. It was one of the richest properties in the State and at the market quotation that day the stock which her husband had bought was worth $140,000. When the truth dawned on her, she was the most surprised and delighted woman you ever saw, and quite naturally changed her opinion of Idaho people, although the good intentions of the promoters who sold her husband the 4-cent shares might still be questioned. The reason she was in ignorance of the value of the stock was because her husband had died and she, looking upon the whole transaction as a swindle, had paid no attention to market quotations or other means of informing herself about mining matters.

In Walsenburg, Huerfano County, Colo., lives Mrs. Boone, wife of Van Daniel Boone, grandson of the illustrious pioneer, and Indian fighter, Daniel Boone. The Boones were pioneers in Colorado, their first home being of adobe with a dirt floor. Mrs. Boone, who was Miss Van Bibber, of Kentucky, had lived in luxury in her girlhood days, and she took with her across the plains a carpet and heating stove, the only articles of furniture she was allowed to take because of the necessity of keeping the wagons loaded as lightly as possible. As the family prospered in Colorado they built a rather pretentious home for those times, and the Boone ranch was known far and wide for its hospitality to travelers. Mrs. Emily Henderson Barnum, one of the daughters now living in Pueblo, says she cannot remember a meal when they sat down absolutely alone. Boone Station, a few miles out of Pueblo, is part of the old Boone ranch, hence the name.

Mrs. Barnum is the oldest daughter of the Boone family living. She is a great-granddaughter of the illustrious Kentuckian. She is a most interesting woman, and has been prominently identified with the life and growth of Colorado, especially Pueblo. She came across the plains with her parents when she was a tiny girl, and again when she was eighty years old. Mrs. Barnum remembers well their second trip across the dreary waste between Kansas City and Pueblo, forty days being required to make the journey. The Indians followed them, and they were in constant fear of the red skins. On one occasion when they were in camp an Indian chief came to parley with her father, and was so taken with the little fair-haired girl that he offered to trade a valuable pony for her, and seemed quite surprised and disgusted when the offer was refused. Last year Mrs. Barnum went to the homecoming celebration in Louisville, Ky., and took with her an old razor hone, which was made by Daniel Boone's own hands, from petrified hickory. This curious relic is highly polished from long usage by the great frontiersman.

To-morrow—Vandalism in the United States.

WILL ROOSEVELT WIN?

An Anti-Roosevelt Paper Puzzled by Sentiment for Him.

From the Kansas City Journal.

On of the most puzzling things of the times is the persistency of the claims on the part of men who occupy prominent positions in politics, and who ought to be better judges of the trend of political affairs than the average observer, that President Roosevelt will be renominated and that he will run again. Stranger, still, these assertions come with remarkable unanimity from men who have visited the White House recently. In most instances they hardly wait until they have gotten back to their hotels before giving out an interview, bearing all the carmarks of having been self-sought, to this effect.

These utterances would not be remarkable coming from officeholders, or even from State politicians, who would naturally be expected to shout for Roosevelt with the idea of boosting their own popularity by catering to popular sentiment which, especially here in the trans-Mississippi West, is strongly in favor of Mr. Roosevelt. But this Roosevelt-for-President sentiment, or, rather, agitation, seems remarkable indeed on the part of cool, calculating party managers who are not seeking to enhance their own popularity, but presumably are exercising the normal functions of their positions in lining up the party and framing its affairs for the next campaign. Ordinarily such men have little to say, publicly, about the nominations and are reluctant to commit themselves in favor of any particular candidate. Their positions are quasi-magisterial, carrying with them a degree of judicial dignity and impartiality. Under ordinary circumstances it would seem improper or at least in bad taste for a national committeeman, who is intrusted with matters of party organization and management of the national convention to champion the nomination of any candidate.

Most remarkable of all, however, are these expressions in favor of Mr. Roosevelt in view of his deliberate declaration, the night of his election in 1904, that he would not run again under any circumstances. That he regarded his statement as being in the nature of a solemn pledge is evidenced by his repeated declarations since then that he regarded as insulting any effort to have him change his mind. A man may well change his mind concerning matters that relate only to his own interest, comfort, or pleasure, but, as Mr. Roosevelt properly measures it, he cannot honorably do so or permit others to override his determination, when distinguished leaders of the party have committed themselves to a grave course of action on the strength of his statement, relying on his good faith.

Perhaps, after all, the plan is merely to repeat Caesar's performance on a certain occasion—to tender Mr. Roosevelt the nomination and have him crown his career—instead of accepting a crown—by declining the unprecedented honor. The denouement would be strictly Roosevelt—strenuous, spectacular, and unprecedented.

Money in Forestry.

From the Lumberman's Review.

Perhaps the most important claim made to-day by professional foresters is that tree growth may properly be treated as a crop, to be planted, developed, and harvested, much as other crops are grown, though under rules which apply specifically to tree growth.